

Amendments to the Specification

Under the Title, Add the Section Heading as follows:

BACKGROUND OF THE INVENTION

Amend Paragraph [0001] as follows:

[0001] The invention ~~started with~~relates to a motor vehicle with an internal combustion engine and an auxiliary power supply device ~~in accordance with the pre-characterizing clause of Claim 1.~~

In Between Paragraphs [0001] and [0002] Delete the Section Heading as follows:

PRIOR ART

In Between Paragraphs [0005] and [0006], Replace the Section Heading as follows:

ADVANTAGES OF THE INVENTION SUMMARY OF THE INVENTION

In Between Paragraphs [00010] and [00011], Replace the Section Heading as follows:

DRAWINGS BRIEF DESCRIPTION OF THE DRAWINGS

In Between Paragraphs [00014] and [00015], Replace the Section Heading as follows:

DESCRIPTION OF THE EXEMPLARY EMBODIMENTS DETAILED DESCRIPTION

Amend Paragraph [00018] as follows:

[00018] In order to make it possible to simultaneously heat the passenger compartment of the vehicle before starting the internal combustion engine 12, a heater heat exchanger 54 and a heater fan 56 are arranged in another branch of the second partial circuit 44. The heat yield also takes place in this case via the coolant. If the amount of heat given off by the fuel cell 50 is not sufficient, an auxiliary heater 52 can be connected temporarily via a switching element 48. If, on the other hand, the heat yield in the partial circuit 44 exceeds the demand, the excess heat can be given off to the environment via an auxiliary cooler 58 with an auxiliary ventilator 60. As a result, the second partial circuit 44 can operate largely self-sufficiently in standby operation of the internal combustion engine ~~1012~~. In addition, a compensating tank 80 is provided in the partial circuit 44 in order to balance out the temperature-induced volume changes in the coolant. The coolant is conveyed in the partial circuit 44 independently of the internal combustion engine 12 by means of an electrically driven auxiliary pump 46, wherein the valves 70, 72 and 74 regulate the coolant flows in the individual branches. In this case, regulation is always oriented to a priority demand, which is transmitted via a signal line 82 to the heater valve 74 as well as to the thermostatic valves 70 and 72 via defaults of a climate and engine control.